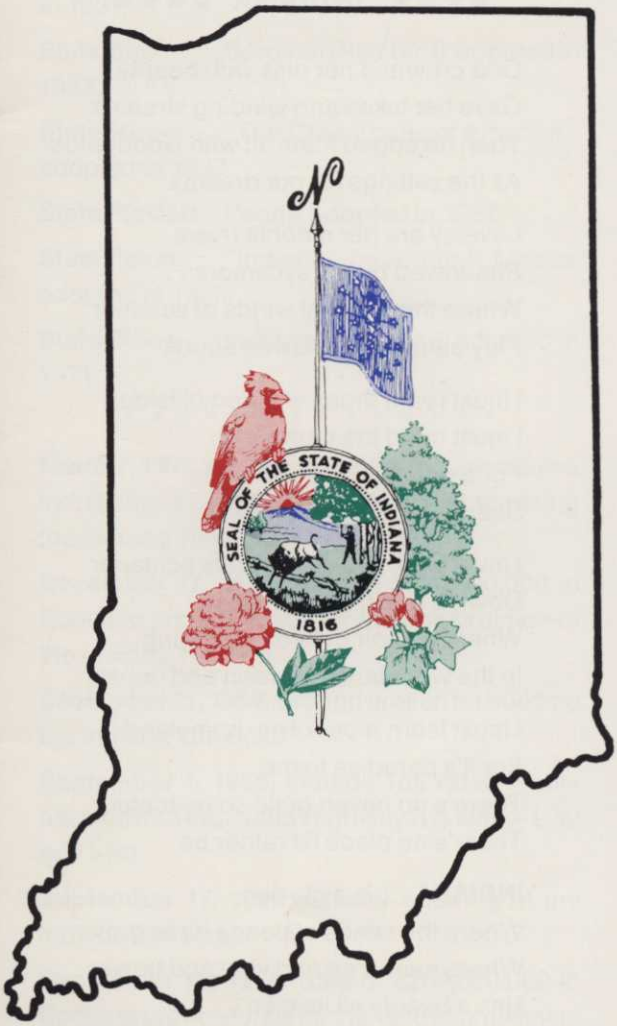
INDIANA
. . . a brief history



INDIANA EAST-WEST TOLL ROAD
52551 Ash Road
Post Office Box 1
Granger, Indiana 46530
(219) 674-8836

Official State Poem
**** INDIANA ****

God crowned her hills with beauty
Gave her lakes and winding streams
Then he edged them all with woodlands
As the settings for our dreams.

Loveley are her moonlit rivers
Shadowed by the sycamores
Where the fragrant winds of summer
Play along the willowed shore.

I must roam those wooded hillsides
I must heed the native call
For a pagan voice within me
Seems to answer to it all.

I must walk where squirrels scamper
Down a rustic old rail fence
Where a choir of birds is singing
In the woodland . . . green and dense.

I must learn more of my homeland
For it's paradise to me
There's no haven quite so peaceful
There's no place I'd rather be.

INDIANA . . . is a garden
Where the seeds of peace have grown
Where each tree and vine and flower
Has a beauty all its own.

Lovely are the fields and meadows
That reach out of the hills that rise
Where the dreamy Wabash River
Wanders on . . . through paradise.

(Adopted by 1963 General Assembly)

STATE FLAG

BANNER— The Indiana flag displays 19 gold stars and a gold torch on a field of blue. The torch is said to stand for liberty and enlightenment; the rays represent far-reaching influence. The stars in the outer circle represent the 13 original states; those in the inner circle represent the 5 states next admitted to the Union. The star above the torch stands for Indiana, the 19th State, admitted to the Union December 11, 1916.

— Adopted 1917.

STATE SEAL

GREAT SEAL — The seal depicts a pioneer scene — a woodsman felling a tree while a buffalo flees from the forest across the plains and the sun sets in the distance. It has been used since 1801, but was not officially adopted until 1963.

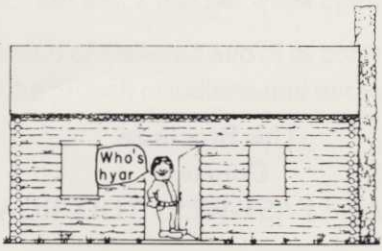
** Origin of Term "HOOSIER" **

There are many stories as to the origin of the term "Hoosier".

In the early days when pioneers were beginning to settle in southern Indiana, it was not uncommon for strangers to pass by a cabin or through a settlement. In the native dialect, someone would call out to the approaching stranger "who's hyar", meaning who's here or who are you. Thus, the wood Hoosier, sounding like the dialect term "who's hyar" came into being and referred to the settlers of Indiana.

Another story is based on Samual Hoosier, a contractor on the Ohio Falls Canal, Louisville. He found that men from the north side of the river seemed to suit him better than the immigrants usually hired for this work and he gave them preference. The result was that they came to be known as "Hoosier's men", and finally "Hoosiers".

Still others trace the word to "husher", a term applied to men (usually river boat workers) able to "hush" any challengers because of their strength.



State Song: "On the Banks of the Wabash, Far Away", by Paul Dresser, adopted in 1913.

State Tree: Tulip Tree (Yellow Poplar), adopted in 1931.

State Bird: Cardinal (Red Bird), adopted in 1933.

State Motto: "The Crossroads of America", adopted in 1937.

State Flower: Peony, adopted in 1957.

State Poem: "Indiana", by Arthur F. Mapes, adopted in 1963.

State Stone: Indiana Limestone, adopted in 1971.

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March 7, 1951: Indiana Legislature enacted Burns Ind. Statutes 36-3201 (IC 8-15-2-1) authorizing the Indiana Toll Road construction.

December 17, 1953: Sale of $280,000,000 in Bonds to provide funds for the construction of the Indiana Toll Road.

September 21, 1954: Ground broken for building the Indiana Toll Road.

September 1, 1956: Indiana Toll Road incorporated into Interstate Highway System — I-80 and I-90.

September 17, 1956: Official opening of the Indiana Toll Road.

September 15, 1980: Sale of $259,500,000 in Bonds to provide funds for the 1980 improvement program.

July 1, 1981: Indiana Toll Road became part of the Indiana Department of Highways by virture of Public Law 74 and Public Law 41.

July 1, 1989: Indiana Department of Highways became Indiana Department of Transportation by virtue of H.B. 1893.

** INDIANA: A Brief History **

State Name:

Congress coined the name Indiana, which means "Land of the Indians", when in 1800 it separated an area containing all or part of five (5) present states from the Northwest Territory and named the separated areas the "Indiana Territory". The territorial name was retained when Indiana entered the Union as the nineteenth (19th) state on December 11, 1816.

State Capital:

Indianapolis (combination of Indiana and Greek word "polis", meaning city; thus, Indianapolis is the "City of Indiana" which has a metropolitan area population of 1,194,600 and is intersected by seven (7) state highways.

Indiana is in North Central United States, bounded on the north by Lake Michigan and Michigan; on the east by Ohio; on the south by the Ohio River and Kentucky; on the west by Illinois; and on the southwest by the Wabash River. The state is 276 miles long and 177 miles wide.

Indiana has five (5) cities with population in excess of 100,000 — Ft. Wayne, Evansville, Gary, South Bend and Hammond. There are 54 cities with population in excess of 10,000.

Although Indiana ranks 38th nationally in size, the state is ranked 14th in population. Altitude varies from 320' in Posey County to 1,257' in Wayne County, above sea level. Average annual precipitation ranges from 43" in Southern Indiana to 36" in Northern Indiana.

**** Indiana TOLL ROAD ****

The Indiana Toll Road is a vital link in the network of toll facilities extending from Chicago to the eastern seaboard. It is 157 miles of super highway, close to the northern border of the State, connecting the Chicago Skyway on the west with the Ohio Turnpike on the east.

The building of the Indiana Toll Road was financed entirely by the sale of bonds. The daily operation of the Road and pay-off of those bonds are supported by the tolls collected. **NO taxes are allotted to the Toll Road for its maintenance of operation.**

The construction of the Toll Road was started on September 21, 1954 and was completed on November 15, 1956, in just two years and two months.

The Project 1980 Improvement Program included six new interchanges, a new computerized toll collection system, new data processing equipment and a barrier coin system from the Illinois line to Milepost 24. When originally built there were ten interchanges and two barrier toll plazas. The Road now has 19 interchanges and three barrier toll plazas.

The Indiana Toll Road operation employs over 500 personnel, and another approximate 720 people are employed by the concessionairs over the 7 counties crossed by the Toll Road, providing a 24 hour per day, 7 day per week operation.

We're proud of the Road and of its contribution toward the growth of Indiana and our nation.

INDIANA TOLL ROAD
A BRIEF HISTORY

* * * * * * * BACKGROUND INFORMATION ON THE INDIANA TOLL ROAD * * * * * * *

The post World War II years created a tremendous surge in automobile and truck traffic, and by 1950 the problem of handling the increased vehicular volume had become critical. The only way new state highways and roads could be built would require drastic increases in state gasoline taxes. Even with that, it would have taken a decade to complete the roads so desperately needed then.

Early in 1951, a foresighted Indiana Legislature enacted a bill authorizing the Indiana Toll Road Commission to construct and operate toll roads in the State of Indiana. Toll roads can be built in two or three years, and no tax money is spent on their construction. There are no free roads - either a tax supported road or a toll road. Toll Roads are financed by the sale of bonds to private investors and the tolls collected are used to repay the debt. The Indiana East-West Toll Road is funded, operated and maintained entirely from traveler tolls. No federal, state or local taxes are ever used by the Toll Road.

By 1954 the preliminary work had been completed, and an east-west route across Northern Indiana was established. At the same time, the Ohio Turnpike was under construction, and with its completion, thousands of vehicles would enter Indiana; thus completion of Indiana's first major toll road connecting the Ohio Turnpike on the east with the proposed Chicago Skyway Bridge on the west, would create a vital link in a network of toll facilities reaching all the way from Chicago to the Eastern seaboard.

Ground was broken for the $280 million dollar project on Sept. 21, 1954. Less than two years later, all but 16 miles of the 157 mile superhighway were completed and officially dedicated on Sept. 17, 1956. The final section was completed and in operation on November 15, 1956, only 786 days after ground was broken. Despite the usual construction bottlenecks, the road was completed at the rate of approximately one mile every five days.

The Toll Road, as originally constructed provided 12 interchange locations with Burns Harbor Interchange (Milepost 20.8) being constructed and opened to traffic in 1964.

In October of 1980, the Indiana Toll Road Commission succeeded in selling $259.5 million in bonds to provide funding for 6 new interchanges at Milepost 3, Milepost 10, Milepost 15, Milepost 23, Milepost 83 and Milepost 101. In addition, revisions were constructed at six present toll plaza locations. New signing, lighting and signaling occurred as a result of the bond sale providing greater access to the Toll Road. The timetable and Federal Legislation established for the 1980 Improvement Program, provided that all construction would be completed by 1985.

In October, 1980 the South Bend West Interchange (Milepost 72) was opened to traffic following a 14 month construction period. On June 29, 1981, ground was broken for the first interchange under the 1980 Project, at Milepost 83, Capital Avenue Interchange. This brings the total of interchanges to 19.

Prior to July 1, 1981, the Indiana Toll Road functioned as a quasi body of the State, with a five member commission responsible to the Governor for the operation of the Toll Road.

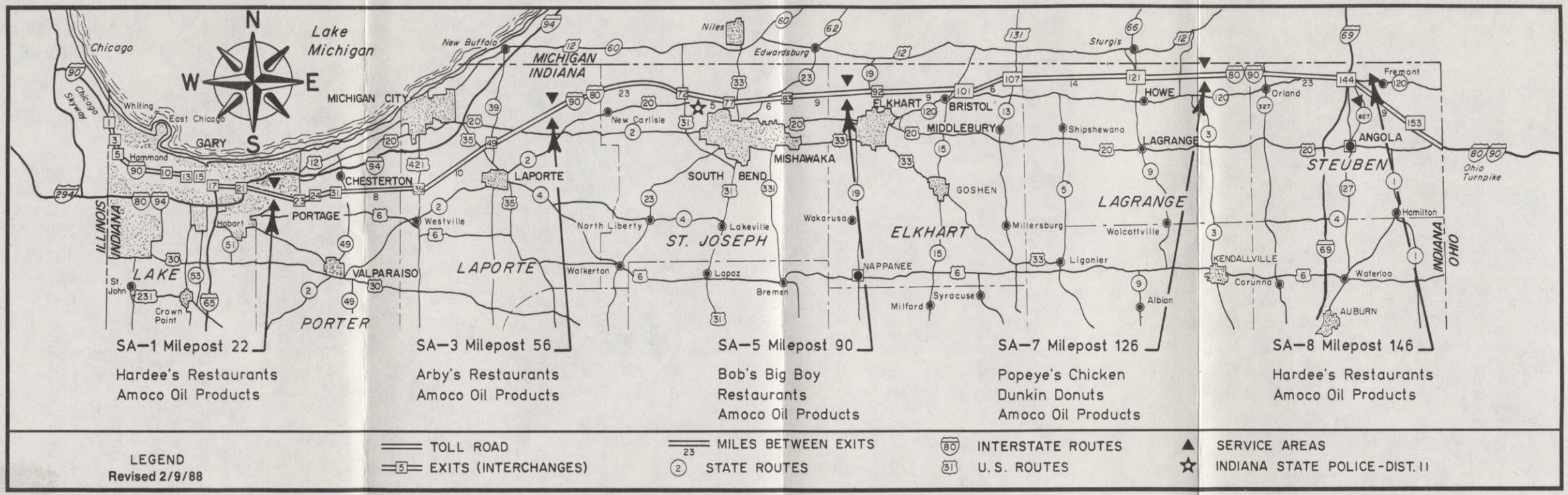
On July 1, 1981, the Indiana Toll Road, by virtue of Public Law 74 and Public Law 41, was absorbed into an overall State Transportation Agency and became part of the Indiana Department of Highways.

On November 15, 1987 the Indiana Toll Road celebrated its 31st year of operation. During these 31 years the Road prospered and is economically sound.

Due to the construction of the Indiana Toll Road, industry in Northern Indiana has a major access route to transport products to and from market - as a result, new industry has located here; hundreds of thousands of dollars have gone to Indiana firms for supplies and services needed to operate and maintain the Road; gasoline and sales taxes, totaling in the millions of dollars, have been collected for and remitted to the State of Indiana and the Federal Government; the trucking industry has an all-weather route to facilitate movement of goods between Chicago and points east. In addition, the out-of-state visitor has an easy access route to points in our state which aids the tourist trade. The cross-country traveler has a direct connection with other major toll facilities; eastbound has direct connection to the Ohio Turnpike and westbound direct connection to the Chicago Skyway, and with five (5) service areas along the way in each direction providing fuel, food and rest stops, all affording them a safer, swifter, more pleasant trip.

The Indiana Toll Road operation employs over 500 personnel and another approximate 720 people are employed by the concessionaires (during the peak of summer) over the seven (7) counties crossed by the Toll Road, providing a 24 hour per day, 7 day per week operation. Only three times in the history of the Road has it been closed due to inclement weather, and then only for a short period of time.

We're proud of our Road and of its contribution toward the growth of Indiana and our nation.



Service Areas Named For Famous Hoosiers

SA-1N: ***John T. McCutcheon*** was a famous Indiana cartoonist, illustrator and journalist, born near South Raub, IN. He graduated from Purdue University. He became known as the *"Dean of American Cartoonists"*. As an illustrator, he executed drawings for the works of George Ade.

SA-1S: ***George Ade*** was born in Kentland, IN. He graduated from Purdue University. He achieved his most popularity through the clever use of American slang. Hazledon, in Newton County, is maintained as a monument and museum in his honor.

SA-3N: ***Wilbur Shaw*** was a native of IN. He was the *first* driver to win the Indianapolis 500 race two years in a row. In a period of seven consecutive years he *was* first three times, second twice and seventh once. At his death he was *President of the Indiana Motor Speedway*, and just previously had finished his autobiography, the story not only of his life but also of the auto racing fraternity.

SA-3S: ***Knute Rockne*** was considered the *greatest coach in football history*. In 1913 he became the Notre Dame football coach which led to the fabulous days of the Four Horsemen, *the backfield shift and five seasons of undefeated and untied games*. From 1918-1930 Notre Dame had a record of 105 games won, twelve lost and five tied. His team was National Champion five times. Rockne was killed in an airplane crash in March, 1931.

SA-5N: ***Henry F. Schricker*** was born in North Judson, IN. He became popular politician and was described as a *"typical Hoosier"* and a small-town boy. He was Governor of IN. from January 1941 *until* January 1945; and from January 1949 until January 1953. It was under his *second term* that the Toll Road Act was passed.

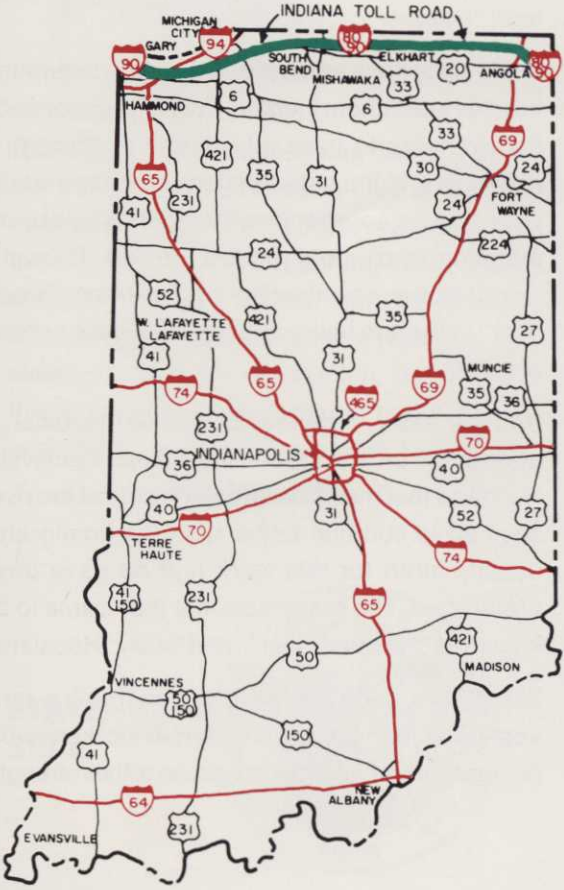
SA-5S: ***George N. Craig*** was born in Brazil, IN. He received a law degree from Indiana University. At one time he *was* National Commander of the American Legion and initiated the Legions *"Tide for Toys"* campaign. Craig was Governor of Indiana from January 12, 1953 to January 14, 1957, under whom the Toll Road was built.

SA-7N: ***Ernie Pyle*** was born in Dana, IN. He attended Indiana University in Bloomington. He was a journalist and war correspondent, and won the Pulitzer Prize for his book *"Here is Your War"*. His childhood home in Dana is a *standing monument* as a memorial to the man whom former Governor Bowen says "stands in the front rank of Hoosier patriots".

SA-7S: ***Gene Stratton Porter*** was born on "Hopewell Farm" near Wabash, IN. In addition to writing twelve novels and seven nature books, she produced detailed water colors of plants, animals and insects. *The Gene Stratton Porter Memorial* is located on the shores of Sylvan Lake near Rome City, IN. *There*, her formal gardens, home, arbor and orchard are still intact for visitors to enjoy.

SA-8N: ***Booth Tarkington*** was born in Indianapolis, IN. He wrote several novels, of which *"The Magnificent Ambersons" won the Pulitzer Prize*, as did *"Alice Adams"*. His works *portrayed* the emotion, or suffering, *rather than* the humorous side of life.

SA-8S: ***James Whitcomb Riley*** was born in Greenfield, IN. in 1849. He had a keen ear for dialogue and an appreciation of the country folks of Indiana and began to write poems about them. His verses are marked by *strong cadences, quaint dialect* and *sentimental cheerfulness*. He *became* known as *"the Hoosier Poet"*.



This Brochure
Courtesy
INDIANA EAST-WEST TOLL ROAD